

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	{ "Borneo" Capt. F. Semill	SATURDAY, 6th Aug. 9 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	{ "Scharnhorst" Capt. L. Mass	WEDNESDAY, Noon, 12th August
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	{ "Derfflinger" Capt. G. Meissner	ABOUT WEDNESDAY, 12th August
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	{ "Prinz Sigmund" Capt. D. Lenz	THURSDAY, 13th August

For further particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th August, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.6 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Seiling Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 806, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edit.
Liebers, Bootz, A. J., and Watkins.

Yokohama, May 31st, 1908.

BELL'S ASBESTOS MASTERNAGHT, LTD.

The thirteenth ordinary general meeting of the shareholders of the above company was held at the offices of the company, 79, Gracechurch-street, London, E.C., on 8th ult., Mr. A. G. Angier presiding. The secretary (Mr. G. London), having read the notice convening the meeting, and also the auditor's certificate, the Chairman said:—

Gentlemen.—I presume that you will like the report as read, and the directors also trust that you will find the same satisfactory. I might remark that shareholders in touch with the condition of affairs that has prevailed at most ports in the Far East during the greater part of the period under review, that is, the year 1907, will consider, as the directors themselves do, that the figures shown in the report are of a satisfactory character. We have again paid off £500 from the amount of the debenture, which, originally £1,000, is now entered in the accounts at £1,500. I may say that a further sum of £500 was paid off on June 1st last, so that the amount now outstanding is £1,000.

At the same time, a reserve fund has been created, amounting, with the appropriation now suggested, to £1,500. Another figure which it should prove interesting to shareholders to peruse is that the sum of £3,000, which appeared originally in the accounts as purchase of trading rights—which means the consideration paid by the company for the agreement under which it works with the parent company—is reduced in the existing balance-sheet to £600, and with the further writing off proposed in the present report will have been reduced to the comparatively modest figure of £400 only.

At the same time, the directors have been careful to see that stocks have not been over-valued, nor goods which may have been of perishable nature, carried at a price beyond their actual value. The dividend of 15 per cent., which is the highest the company has yet been in a position to declare, will also, the directors hope, be considered of a satisfactory nature, especially considering the conditions generally prevalent in the Far East, to which I have already referred.

I need not refer to other figures in the balance-sheet or profit and loss account, but should there be any questions in reference to the same, I shall be pleased to do my best to give any information that may be desired.

At the time of the last ordinary general meeting I was myself absent in the Far East, and had

not the pleasure of presiding at that meeting. I may say that, as a result of my visit, I found the business of the company in a fairly satisfactory condition, though one naturally hoped that certain branches and agencies might have been doing somewhat better. I hope that with the return of more normal times the company's business will continue to grow.

The year was one of considerable commercial depression, and prospects were certainly not of a rosy nature, though I hope that we have now seen the worst, as there are indications of improvements at most of the ports. I am glad to say we have continued to do good business in the Straits Settlements, whilst in Hongkong, having come up to our expectations, we trust it will increase its business with improving times.

Competition there is very keen, and it is difficult to get beyond what we have already acquired. As regards other agencies, they continue to slowly grow and furnish us with small and profitable business. You will observe

exchange is taken at 2s. 4d. for Singapore, as in the accounts last year, whilst the Hongkong figures are taken in at 1s. 9d., as against the 2s. at which they appeared in the previous year's accounts. Hongkong is, of course, always liable to fluctuation, but the directors have always kept it or below the exchange of the day. With regard to the accounts, the figures in the balance-sheet and profit and loss account I think speak for themselves, and do not call for any particular comment; but, as I have intimated already, should any shareholders desire further information, I shall be glad to give the same to the best of my ability.

I will now conclude by moving "That the report of the directors, produced, together with the annexed statement of the company's accounts at Dec. 31, 1907, duly audited, be now received, approved, and adopted."

Mr. H. Russell Preston seconded the resolution, which was carried unanimously.

The Chairman then moved, "That a dividend of 15 per cent. be declared out of the net profits of the company for the twelve months ending Dec. 31, 1907," which was seconded by Mr. G. W. Giles, and unanimously passed.

The retiring director, Mr. A. G. Angier, was re-elected, and Messrs. Cooper, Scott and Clarke, were appointed auditors.

A vote of thanks to the Chairman and directors terminated the meeting.

VOLUNTEER CORPS ON DUTHS,

SIGNALLING CLASS.

The following members passed in semaphore signalling at the examinations held at Volunteer bra. quarters during the month of July, 1908, viz.:—Guns B. V. Chapman, W. Felling, and P. Jacks. Troopers Morphy and D. Melbourne, and Gunner M. E. McIntyre.

JOINED.

Mr. R. Baxter joined the Corps on the 1st August, 1908, assigned Corps No. 1042 and posted to the Engineers Company.

RETIRED.

Corporal A. J. Williams is permitted to resign on leaving the Colony with effect from the 1st August, 1908.

PROMOTIONS.

The Commandant has been pleased to make the following promotions in the Cadet Company—Cadets, Witchell and Hoskin to be Lance Corporals.

COLD STORAGE.

THE HONGKONG ICE COMPANY,

LTD., have now 40,000 Cubic feet of

COLD STORAGE available at EAST POINT.

Stores will be open at 10 A.M. and 4 P.M.

daily, Sunday excepted, to receive and deliver

perishable goods.

WM. PARLEN,

Manager.

Hongkong, 1st July, 1908.

TO LET.

OS. 4 and 5, LEIGHTON HILL ROAD.

Apply to—

HONGKONG AND KOWLOON LAND AND LOAN CO. LTD.

No. 8, Queen's Road West.

Hongkong, 30th March, 1908.

TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 1st August, 1908.

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.

Apply to—

DAVID SASOON & CO. LTD.

Hongkong, 22nd May, 1908.

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, at \$45 plus taxes per month.

Immediate possession.

Apply to—

A. RAYMOND,

C/o S. J. David & Co.

Hongkong, 24th July, 1908.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14 Des Vaux Road, Central (formerly occupied by Messrs. Shaw & Tammes & Co.)

Apply to—

THE COMPRODOR DEPARTMENT,

E. D. SASOON & CO.

Queen's Road Central.

Hongkong, 9th June, 1908.

TO LET.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIPOW TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAVA LANE, BLK BUILDINGS, and No. 10 DES Vaux ROAD next to the Hongkong Hotel.

FLATS in MORETON LANE, NO. 10 DES Vaux ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 1st August, 1908.

TO LET.

OFFICES (2 Rooms) on First Floor, York Building.

Apply to—

KELLY & WALSH, LTD.

Hongkong, 27th July, 1908.

TO LET.

SHOP and DWELLING HOUSE, NO. 28, QUEEN'S ROAD CENTRAL.

ONE ROOM in PRINCE'S BUILDING, Top Floor.

Apply to—

S. J. D. VID & CO.

Prince's Building, Hongkong, 1st June, 1908.

TO LET.

GODOWN No. 16, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 1st August, 1908.

TO LET FROM 1ST SEPTEMBER.

AT SHAMEEN, CANTON.

HOUSE No. 10; (Kwan Pow Buildings) at present in the occupation of the I. M. Customs.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.

Hongkong, 1st August, 1908.

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Hongkong, 1st August, 1908.

TO LET.

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

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Intimation.

Wm.
Powell,
2d.,

ALEXANDRA
BUILDINGS.

Fashions
and
Novelties

Lace Goods.

Latest
Designs
in
Muslin
Embroideries,
Allovers,
Flouncings,
Insertions.

BLOUSES,
BLOUSES,
BLOUSES.

Latest
Shapes
and
Styles
BELTS.

W.M. POWELL,
LTD.,
General Drapers,
Furnishers,
Des Voeux Road,
and
28, Queen's Road,
HONGKONG.

Public Companies.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY
HALF-YEARLY MEETING of
SHAREHOLDERS in the Company, will be
held at the Office of the Company, Hotel
Missions, on TUESDAY, the 11th August,
at 12 o'clock Noon, for the purpose of receiving
a statement of Accounts, declaring a Dividend,
confirming the appointment of Directors; and
electing Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 25th July to 1st
August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary,
Hongkong, 18th July, 1908. [72]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDINARY
HALF-YEARLY MEETING of the
SHAREHOLDERS in this Corporation
will be held at the City Hall, Hongkong on
SATURDAY, the 22nd day of August, 1908,
at Noon, for the purpose of receiving the
Report of the Court of Directors, together with
a Statement of Accounts to 30th June, 1908.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager,
Hongkong, 1st August, 1908. [73]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the REGISTER
OF SHARES of the Corporation
will be CLOSED from MONDAY, the
10th instant, to SATURDAY, the 22nd instant,
(both days inclusive), during which period no
Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager,
Hongkong, 1st August, 1908. [74]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS
will be held in the Offices of the Company,
Queen's Buildings, Connaught Road, on
MONDAY, 24th August, at 12 o'clock Noon,
for the purpose of receiving the Report of
the Directors and the Statement of Accounts
to the 30th June, 1908.

The TRANSFER BOOKS of the Company
will be CLOSED from the 10th to the 24th
August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary,
Hongkong, 28th July, 1908. [708]

Entertainment.

BOXING. BOXING

ONE OF THE
GREATEST BOXING CONTESTS
HONGKONG EVER WITNESSED.

Theatre Royal, City Hall,
Hongkong.

SATURDAY, 8th AUG., 1908.

MAIN EVENT

25 ROUNDS.

"BATTLING" SIMMS v.
"JIMMIE" O'ROURKE
U.S.S. Wilmington 148 lbs. U.S.S. Washington
\$100 GOLD PURSE. \$1,000 SIDE BET.
Judge W. D. GRETCHAM, Referee.

PRELIMINARIES:

6 ROUNDS.
"HEINIE" MILLER v.
"JIMMIE" MCFADDEN
U.S.S. Wilmington 128 lbs. U.S.S. Washington
6 ROUNDS.

"SHORTIE" MCKEEENA v.
"AMIE" COVNE
U.S.S. Wilmington 124 lbs. H.M. Naval Yard,
Hongkong.

NOTICE: - The Simms v. O'Rourke fight is
a return match, their first encounter having
resulted in a 15 round draw at Shanghai, while
"JIMMIE" O'Rourke was serving on
board the U.S.S. "GALVESTON".

Tickets: \$1, 7, 3, and Ringside \$5.

THE MANAGEMENT.

First contest starts at 8:30 P.M., sharp.

Doors open at 8 P.M.

Booking places now open at the

ROBINSON PIANO CO., LTD.
W. H. BAROWSKI,
Com. Std. U.S.N.
U.S.S. Wilmington.
Hongkong, 3rd August, 1908. [722]

Intimations

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask
ex Factory.

In Bags of 50 lbs. net \$8.85 per Bag
ex Factory.

"SHEWAN TOMES & CO.,
General Managers,
Hongkong, 28th April, 1908. [723]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUAR STREET,
HONGKONG.

Hongkong, 3rd September, 1908. [724]

THE BOMBAY RIOTS.

ATTACK ON MILLS.

The Advocate of India, July 18th, reported—
Yesterday afternoon one of those disturbances
which the authorities have been guarding
against broke out in the city; but fortunately
such prompt measures were taken that order
was quickly restored. As was reported in
yesterday evening's edition the men employed in
the mills, refused to commence work at the
usual time. It seems somewhat difficult to
give a reason for this action, but the impression
seems to have got abroad amongst the mill-
hands that Mr. Tilak's case would end yester-
day, and they may possibly have resolved to
make a demonstration. Another contributory
cause may have been their knowledge that the
term of the police order prohibiting processions
or the gathering of a crowd of more than five
persons, which was promulgated on Monday,
had expired.

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will be CLOSED from the 25th July to 1st
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By Order of the Board of Directors,
W. E. CLARKE,
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Hongkong, 18th July, 1908. [722]

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By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager,
Hongkong, 1st August, 1908. [723]

HONGKONG AND SHANGHAI BANK-
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NOTICE is hereby given that the RE-
GISTER OF SHARES of the Corpora-
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10th instant, to SATURDAY, the 22nd instant,
(both days inclusive), during which period no
Transfer of Shares can be registered.

By Order of the Court of Directors,
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Hongkong, 1st August, 1908. [724]

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COMPANY, LIMITED.

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MONDAY, 24th August

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO H.E. THE GOVERNOR
AND HOUSEHOLD.WATSON'S
LOTION FOR PRICKLY
HEAT.

A sovereign remedy; immediately relieves the irritation.

WATSON'S
PRICKLY HEAT
POWDER,

for Prickly Heat, Sunburn and Roughness of the skin. Highly recommended by the medical faculty.

WATSON'S
BORATED TALCUM
POWDER.

A soothing and sanitary powder. Allays irritation and prevents chafing of the skin. A luxury after shaving.

WATSON'S
GLYCOERINE & MILK
OF CUCUMBER,

for rendering the skin soft and fair. An effectual remedy for all imperfections of the skin caused by Summer Heat.

A. S. WATSON & CO.,
LIMITED,
THE HONGKONG DISPENSARY,
AND
KOWLOON DISPENSARY.

Hongkong, 4th August, 1908. 133

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.

The rate per quarter and per month, is proportional. The daily issue is delivered free when the address is accessible to messenger. On copy sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copy, Daily, ten-cents; Weekly, twenty-five cents.

BIRTHS.

On July 21, 1908, to Mr. and Mrs. R. MORGAN, of the British Cigarette Co., Ltd., Hankow, a son.

On August 1, 1908, at Liu-kung-tau, Weihaiwei, the wife of WALTER E. WOLSEY, of a son.

DEATH.

On August 2, 1908, at Shanghai, EDWARD GOULDING, son of F. G. Wilson, aged 13 years and 6 months.

It is obvious, says the Committee, that any national guarantee, for losses offers a very imperfect remedy for this particular evil. Such a guarantee would tend to prevent shipowners from laying up or transferring their ships, but could not of itself secure the safe arrival of ships and cargoes. This is the work of the Navy, and Navy alone, and it is important that nothing should be allowed to obscure this vital portion of its duty, for prices, in so far as they are affected by sea risks, will in the main depend, not upon the number of ships which put to sea, but on the proportion of voyages which are successfully completed. The fact that the merchant or the shipowner was compensated by the State for his loss would afford no relief to the nation which was deprived of its surplus. The dangers to be apprehended from our present position and the advantages which could under any circumstances be secured by a national guarantee are neither so great as the advocates of such proposals have generally supposed.

Correspondence regarding the typhoon shelter at Mong-kok-tui and the proposed temporary increase in Light Dues; and report on the Botanical and Forestry Department for year 1907.

FINANCE.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 14).

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 42 and 43. It was agreed that they be referred to the Finance Committee.

TYphoon SIGNALS IMPROVEMENT.

His Excellency the Governor said he had received from the Secretary of State a telegram which had already been published in the papers, in the following terms:—"Your telegram, 30th July, news of typhoon, received with great regret by H.M.'s Government, who desire me to convey to community at Hongkong sincere sympathy at this second disaster within two years." He might add that he had recently been in correspondence with the Commander-in-Chief in South China with a view to having wireless messages from any ships of His Majesty's Navy which might be cruising round when there were typhoons or other disturbances. Arrangements had been fixed which he hoped might materially help the Observatory and improve the signalling of the Colony.

LIGHT DUES.

His Excellency the Governor moved the following resolution:—

Resolved that on and from the 1st January, 1909, the owner, agent or master of every ship, which enters the waters of the Colony, shall pay the following dues to such officer as the Governor may, from time to time, appoint:—

(1) For all river steamers which enter the waters of the Colony by day or by night:—

Five-sixths of a cent per ton register.

(2) All other ships, which enter the waters of the Colony:—Two cents per ton register.

Exemptions: British and Foreign ships of war.

Addressing the Council on the resolution,

His Excellency the Governor said that it would be within the recollection of members of the Council that in the debate on the Estimates which took place on the 3rd of October last year the hon. Mr. Osborne—whose absence to-day he very greatly regretted—urged upon the Government that there should be no further delay in the erection of a typhoon shelter. He reminded the Council of the resolutions formed after the typhoon of 1900 when 2,000 lives were lost. He reproached the Government that nothing had been done for 25 years, and in September, 1906, according to his estimate 10,000 lives were lost. Mr. Osborne was supported by the other unofficial representative of the Chamber of Commerce, the hon. Mr. Hewett, who stated that in his opinion the typhoon shelter was urgently needed. In the debate in 1906 the senior unofficial member representing the Chinese community also gave his verdict in favour of a typhoon shelter. The local press in the Colony had been unanimous in supporting the immediate necessity of building a refuge and they had urged that the Government was incurring a very heavy responsibility in delaying its construction. He admitted that in that debate he had considered it was an urgent necessity for the Government to afford adequate protection to the small craft frequenting this harbour. It remained for the Government to settle in what way the money should be provided. After careful study of the finances of the Colony and of the steps which in similar crises had been adopted, he came to the conclusion that half the cost should be defrayed by an additional impost on the shipping. The reasons which had led to this conclusion were given in brief form in the papers laid on the table to-day. It might be said that this typhoon shelter was mainly for the benefit of the native craft. Why then should the native craft not pay for it? The answer to that he had given in the memorandum, namely, that it was not only the native craft that would benefit but the European shipping as they themselves said in one of their earlier letters. In 1907 it was calculated that the native junks paid three cents per ton—that was one more cent than was now asked for from the European shipping as a temporary measure of providing for this shelter. It was also calculated that of the revenue produced by these and other charges on native shipping 50 per cent. was spent upon them whereas of the ocean shipping 85 per cent. was spent upon them. The river steamers only paid one-third cent by night. That was calculated to be one-ninth or one-seventh of a ton per river tonnage entering the harbour. In going into this question it was discovered that the fees levied on cargo boats, lighters and water boats was somewhat inadequate, and these had been raised. In December, 1906, unofficial members, with one exception unanimously proposed that the light dues should be permanently increased to 30 cents.

LOCAL AND GENERAL.

THE Seoul-Fusan and Seoul-Chemulpo lines were opened to traffic on July 24 and 25, respectively.

THE Yokohama states that an immigration company in Tokio has received an order from Peru to send one thousand Japanese labourers to that country in September this year.

"WE find that the *tskong* killed the deceased in self-defence; but was too prompt in using his revolver. We are of opinion that a Chinese constable should not be allowed to carry firearms in the island of Hongkong." This was the verdict returned by a jury—Messrs. C. J. Cooke, C. H. Lyon and G. C. Clegg—at the inquiry, which was held at the Magistracy this afternoon, on the death of the coolie who was shot and killed by a *tskong* at Stanley several days ago, full particulars of which we published at the time.

AT the instance of Sergeant Edwards, of the Water Police Station, four cargo-boat men were charged before Mr. J. H. Kemp, in the Police Court, to-day, with making fast to the steamship *Catherine Apricot* while she was under way in the harbour yesterday morning. The accused, it was admitted, were taking on board the steamer a number of boarding-house runners. One of the delinquents had to answer an extra charge of carrying seven passengers in excess. He was fined \$7, the others having to pay \$5 a piece.

His Excellency Baron de Senda, Portuguese Minister to Japan, who passed through Kobe on the *Minuscule* on his return from Peking, where he had been on a special mission arising out of the *Tatewara* affair, is suffering from an acute complaint of the lungs, having contracted a severe cold while at the Chinese Capital. The Minister was consequently unable to receive his nationals at this port, and we are asked to state that His Excellency very much regrets that he was obliged to miss the opportunity of doing so.—*The Kobe Herald*.

THE INTERPORT POLO MATCH.

PONIES ARRIVE IN BAD TRIM.

After being overdriven for a matter of four days, due no doubt to the unsettled state of the weather outside, the Indo-China Steam Navigation Company's steamer *Hangchow* reached port from the North to-day, and landed ten polo ponies which were to take part in the interport polo match, booked, as we have stated, first, to take place on the polo-ground, at Causeway Bay, on Saturday afternoon, between a team representing Shanghai and a picked team of Hongkong players.

The ponies were landed in the afternoon and are being looked after by Kennedy Stables. From their condition, as already stated, the match looks like being postponed. The rough passage from Shanghai seems to have told considerably on the animals, who appear to be in a tired, not to say broken-down, condition, and if the opinion of one of the best judges of horseflesh in town can be taken, it will need three or four days before the ponies can be brightened up. It will be a great disappointment to many who can only spare Saturday for an outing if the match is postponed to a week day, and we hope not, but at the same time it is hardly fair to the ponies to call them into play under such circumstances. It is to be hoped that the attendees will receive at the hands of Mr. G. W. Gegg, the manager of Kennedy Stables, and his assistants, do much to buck up the spirits of the ponies in order that they may be able to take the field on Saturday as sprightly as condition as they were when they left their home.

The Shanghai team is due to reach here to-morrow by the English mail *Mornin*.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present—His Excellency the Governor, Sir Frederick Lugard, K.C.M.O., His Excellency Major-General Broadwood, C.B., Hon. M. F. H. May, C.M.O. (Colonial Secretary), Hon. Mr. W. Rees Davies (Attorney General), Hon. Mr. L. A. M. Johnston (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.O. (Director of Public Works), Hon. Capt. Basil R. H. Taylor, R.N. (Harbour Master), Hon. Mr. E. A. Irving (Registrar General), Hon. Dr. Ho. Kai, M.B., C.M.O., Hon. Mr. Wei Yuk, C.M.O., Hon. Mr. W. J. Gresson, Hon. Mr. H. E. Pollard, K.C., Hon. Mr. Murray Stewart, Hon. Mr. H. A. W. Slade, and Mr. C. Clementi (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

PAPERS.

The Colonial Secretary, by command of the Governor, laid on the table the following sessional papers:—

Correspondence regarding the typhoon shelter at Mong-kok-tui and the proposed temporary increase in Light Dues; and report on the Botanical and Forestry Department for year 1907.

FINANCE.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 14).

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Mr. Ho Kai supported the proposal to post the resolution.

Mr. Wei Yuk concurred.

His Excellency the Governor, in a lengthy reply, said it was useless to hang up this question any longer, and a further postponement was nothing more or less than culpable vacillation. He felt sure that the consensus of opinion in the Colony was in favour of the Government's action.

The amendment moved by Mr. Murray Stewart was then put to the vote as follows:

"That the debate be adjourned pending the deliberation upon the shipping companies protest."

All the unofficial members voted for the amendment and all the officials voted against it.

The original resolution was then put to the meeting and carried by 11 votes to 7—the dissenting members being Messrs. Gresson and Stewart.

ADJOURNMENT.

The Council then adjourned sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:—

COMPENSATION.

A sum of one thousand three hundred and sixty-eight dollars in aid of the vote, Public Works, Extraordinary, miscellaneous, compensation for the resumption of Lots Nos. 272 and 711 situated in Demarcation District No. 6.

POST OFFICE LAUNCH.

A sum of one hundred and eighty-nine dollars in aid of the vote, Post Office, A.—Hongkong Post Office, other charges, repairs to steam-launch.

This was all the business.

THE Yokohama Specie Bank is about to extend its foreign business by the establishment of new branches. As the result of a tour of inspection in Europe, America, and India undertaken by Mr. Bakki, a director of the Yokohama Specie Bank, who returned about a week ago, the bank proposes to establish branches at Rangoon, Singapore, Montreal or Vancouver in Canada, and Seattle. Branches are also to be established in Australia.

THE TYPHOON.

MORE DEAD BODIES RECOVERED.

The patrol launches doing duty in and around the harbour continue to pick up more dead bodies. Yesterday, twenty-five bodies were found and buried. Most of the bodies were recovered in Tai O and Shau-ki-wan bays. Among those picked up was the body of a European, who is believed to have been a member of the Chinese Customs staff, and a passenger on board the steamer *Wing King* on the night she foundered. His body was found floating off Lantau and drifting in the direction of Tai O Bay. There now remains the body of another European to be found to complete the list of Europeans drowned.

The table up-to-date reads thus:—

Drowned	230
Killed in collapses	66
Missing	200
(including one European)	
Injured	14

CANTON DAY BY DAY.

New Typhoon Shelter.

PROPOSED INCREASE OF
LIGHT DUES.

SHIPPING FIRMS' PROTEST.

The following letter has been addressed to the Colonial Secretary, by the shipping firms, in reply to his letter to the Secretary of the Chamber of Commerce dated the 25th July and published in the *Hongkong Telegraph* of 4th inst. (—)

Hongkong, 5th August, 1908.

Sir,—With reference to our letter of 23rd April and 23rd June last addressed to the Hongkong General Chamber of Commerce on the subject of the proposed typhoon harbour of refuge at Mongkoktsui, copies of which were forwarded by them to the Government, and to the last of which we have not yet officially received a copy of the Government's reply, although we notice a copy of same in this morning's *Daily Press* [the Government's reply was printed in the *Hongkong Telegraph* of the previous evening.—Ed. H.K.T.], we beg to state that we most emphatically protest against the resolution to be proposed in the Legislative Council on the 6th instant to raise the light dues leviable on steamers entering this port from 1 cent to 2 cents per net register ton, for the purpose of defraying half the cost of the proposed typhoon shelter at Mongkoktsui.

Your letter of the 23rd of June to which reference is made was received under cover of a letter from the Chamber of Commerce dated the 3rd ultimo.

A reply was sent to the Chamber on the 25th ultimo and in the circumstances the Government did not conceive that a separate answer to your letter of the 23rd of June was necessary.

With regard to the 2nd and 3rd paragraphs of your letter under reply, I am to point out that you have misunderstood the nature of the reference made to the Typhoon Relief Committee in my letter of the 18th of December, 1906. That letter covered a report by Mr. J. F. Boulton in which several schemes for a second boat-shelter were discussed and the opinion of the Typhoon Relief Committee on the merits of the several proposals was invited. The committee pronounced in favour of Mongkoktsui.

3. Your contention now is that so large and costly a shelter is not necessary, and you aver that on the night of the typhoon of the 27th July the shelter at Causeway Bay was by no means full, and that on the afternoon of the same day there was congestion owing to the inability of the craft already in the refuge to get further in and make room for others.

While this statement is correct as far as it goes, we would direct the attention of the Government to the fact that the question of financing the proposed harbour of refuge at Mongkoktsui—half of which has to be provided by the shipping companies—is quite another matter, and had such proposal been made by the 1906 Typhoon Relief Committee, it is safe to assume that both the gentlemen mentioned in your letter of 25th July last to the Hongkong General Chamber of Commerce would have strongly protested against the proposal.

But putting that matter on one side, it has been again clearly demonstrated to us in the recent unfortunate typhoon of the 27th/28th July that there is no necessity for the construction of so large and costly a harbour of refuge as that proposed by the Government.

Further we beg to state that we are prepared to prove:—

(a) That Causeway Bay refuge was not by any means fully occupied by craft on the night of the late typhoon and that there was room for many more boats.

(b) That the Government's theory that there is always sufficient water at Causeway Bay in a typhoon is misleading, for while this may be the case in the height of a typhoon we are prepared to prove that there was great congestion on the afternoon of the 27th July at the entrance to the refuge after the typhoon was signalled outside 300 miles—boats desirous of entering being prevented by the inability of those already in from moving further inshore owing to the shallowness of the refuge.

It has been hinted that it is the intention of the Government to fill in Causeway Bay refuge when the proposed Mongkoktsui scheme is completed, and we should be glad to have the Government's assurance that this is not so. If, however, such should be the case we suggest that the money eventually obtained by the sale of that ground should be ear-marked to reimburse the cost of the Mongkoktsui scheme, if the Government are determined to proceed with the work.

We are, however, so convinced that the Government's proposal to spend \$1,500,000 on a harbour of refuge at Mongkoktsui unnecessary and unsafe that we would again urge His Excellency to reconsider the whole question before finally committing the Colony to the expenditure of so large an amount of public and private money.

We are sending a copy of this letter to the Chamber of Commerce, also to the Chamber's representative on the Legislative Council and to the Press.—We have, etc.,

F. J. ABBOTT, Acting Superintendent, P. & O. N. S. Co.

BUTTERFIELD & SWINE, Agents, Ocean S. S. Co., Ltd., China Mutual S. N. Co., Ltd., China Navigation Co., Ltd.

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The HONGKONG & MACAO STEAMBOAT CO., Ltd., W. E. CLARKE, Secretary.

For the CANADIAN PACIFIC RAILWAY, D. W. QUADDOCK, General Traffic Agent.

DOUGLAS, LAFRAK & Co., General Managers, CHINAMAN S. S. Co., Ltd.

DAVID SASSOON & Co., Ltd., E. SHELLIM, Manager, Agents, APCAR & Co.'s Calcutta-Hongkong Line.

GIBB, LIVINGSTON & Co., Agents, E. & A. S. S. Co., Ltd., Agents, "Bau" Line of Steamers.

SHEWAN, TOMEZ & Co., General Managers, C. & M. S. S. Co., Ltd., General Agents, A. A. S. S. Co.; Agents, "Shire" Line of Steamers Ltd.

To the Hon. Mr. F. H. MAY, C.M.G., Colonial Secretary.

GOVERNMENT'S REPLY.

Colonial Secretary's Office,

Hongkong, 6th August, 1908.

Gentlemen,—I am directed to acknowledge the receipt of your letter of the 5th instant, protesting against the resolution to be considered to-day by the Legislative Council to raise the light dues from 1 cent to 2 cents per net register ton for the purpose of defraying half the cost of the proposed typhoon shelter at Mongkoktsui.

From the copy in the *Daily Press* of your letter to the Hongkong General Chamber of Commerce replying to our communication of 23rd June last, we notice that the Government have made some capital out of the fact that two members of the 1905 Typhoon Relief Committee, whose firms represent large shipping interests here and who are signatories to our letter of 23rd April and 23rd June last, acquiesced in the recommendation made by that committee to the Government that the harbour of refuge at Mongkoktsui should be proceeded with at once.

While this statement is correct as far as it goes, we would direct the attention of the Government to the fact that the question of financing the proposed harbour of refuge at Mongkoktsui—half of which has to be provided by the shipping companies—is quite another matter, and had such proposal been made by the 1905 Typhoon Relief Committee, it is safe to assume that both the gentlemen mentioned in your letter of 25th July last to the Hongkong General Chamber of Commerce would have strongly protested against the proposal.

But putting that matter on one side, it has been again clearly demonstrated to us in the recent unfortunate typhoon of the 27th/28th July that there is no necessity for the construction of so large and costly a harbour of refuge as that proposed by the Government.

Within five hours' notice from the Observatory of the approach of the typhoon within the 300 miles' radius, comparatively little damage was done to small craft, and the loss that did occur might have been greatly reduced had the Observatory been able to ascertain the near proximity of the storm, which they were apparently unable to do, judging from the fact that the black signals were not hoisted until 6 p.m. and that the guns were fired about 11 p.m. when the typhoon was actually upon the port.

Further, we beg to state that we are prepared to prove:—

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DOUGLAS, LAFRAK & Co., General Managers, CHINAMAN S. S. Co., Ltd.

ECHO OF THE TYPHOON.

SOLDIER ACCUSED OF KIDNAPING A SHIP.

WICKED CHINAMAN.

A gunner attached to the Royal Garrison Artillery, stationed at Stonecutters' Island, was charged before Mr. J. H. Kemp, in the Police Court, this morning, with stealing a silver watch and a nickel chain from the coxswain—Kwok Kew—of the steam-launch "Lee Wah," during the typhoon. To this charge Gunner Connolly pleaded not guilty. Asked if he had any witnesses he replied in the negative, adding that everybody was against him.

It was stated by the prosecutor that on the night of the typhoon his launch was somewhere in the vicinity of Stonecutters' Island. Shortly after midnight the "Lee Wah" became unmanageable and collided with a lighter. Her crew sprang aboard the lighter and was landed on the beach, the launch being blown ashore, some time later. Before the crew left the launch prosecutor changed his clothes, and hung up his other jacket on a rack. In the pocket of the old jacket was his watch and chain.

The Court—Did everybody leave the launch during the typhoon?

Prosecutor—Not all. Six left on the lighter and three remained on board the launch.

What became of them?—They reported the loss of the launch the following morning, but they have not since been seen.

Staff Sergeant Forcum here took the stand. On the afternoon of the 28th ulto. he said he was standing outside the Master Gunner's office at Stonecutters. On the beach he saw a soldier in company with a few Chinamen. Witness saw the soldier take something away from one of the Chinamen and ran off.

The Court—Did you see any scuffle?

Witness—No.

About twenty yards lower down the beach, the witness went on, a contractor's workman, who saw the soldier's action, called out, and they pursued the man, catching him up near the sentry box. Witness went up and on making inquiries learnt that the soldier, whose name was Connolly, had stolen a Chinaman's watch and chain.

Cross-examined by accused:—Witness saw the whole affair from where he was standing. He saw the Chinaman being stopped by two soldiers in their pursuit of the accused. The Chinaman were later taken to the Master Gunner's office.

The Court—I want you to explain your statement a little more when you said you saw the soldier take something away from the Chinaman.

Witness—It happened in a second. I said he appeared to have taken something away from the Chinaman. I didn't see anything pass.

By Detective Sergeant Appleton—Did you report the matter?

Witness—Yes.

The Court—How soon?—An hour afterwards.

Another gunner, who was doing police duty on the pier, spoke to seeing three Chinamen speaking to accused on the beach. One had a bundle. He saw the Chinaman take out a watch from the bundle and hand it to accused, who started to return to the barracks.

The Court—Was accused running when you first saw him?

Witness—No.

The last witness stated that he was running?—He might have been. I did not see that.

Cross-examined:—When witness first saw the Chinese they were about ten yards from the pier. Witness saw Staff Sergeant Forcum. He was standing on the pier.

The Court—Don't you think it was extraordinary for you, as a policeman, to take no action when you saw accused take the watch from the Chinaman?

The witness murmured something which was inaudible.

The Court repeated the question, but this time no answer came.

Sergeant Major Ryan said that on the morning of 31st ulto. he saw accused hand over a watch to his commanding officer. Witness could not be sure of what statement accused made then, but he thought it was, "I took it out of a bundle." Witness did not hear defendant say, "I picked it out of a bundle. I found it on the beach."

Another witness was then made, by his Worship to extract from the prosecutor or the whereabouts of the three men who remained on the launch at the time he was stranded, but without success.

That closed the case for the prosecution.

In his defence accused said he found the watch in a bundle of mussels, which had been washed ashore. When he returned to barracks he handed it over to another man to lock it in his box, witness having no lock on his locker. He later handed the watch over to his commanding officer.

The Court—Who was the man you gave the watch to?—Gunner Greenwood.

His Worship, after examining the watch, remarked that it did not look as if it had been in a bundle on the beach as the work had not been soiled, nor were there any signs of water having touched the vital parts. He was of opinion that accused was guilty, but owing to the circumstances of the case, and his good character, he did not wish to send him to gaol. He would fine a sum of \$15, or go to gaol for one month.

The League Table now stands as follows:

Played. Won. Lost. Drawn. Total.

V. R. C. 5 4 0 1 9

C. Y. C. 5 4 0 1 9

H. K. Y. C. 5 3 1 1 7

H. M. S. Tamar 5 2 3 0 4

R. E. 4 2 2 0 4

SyndCo, R.G.A. 4 1 2 1 3

SyndCo, R.G.A. 4 0 4 0 0

SyndCo, R.G.A. 4 0 4 0 0

4 points for a win.
1 point for a draw.

The third day's hearing of the case in which the Hip 'O Insurance, Exchange and Loan Co., Limited, and the Hongkong and Manila Yuen Sheng Exchange and Trading Company, Limited, are suing Li Po Yung and Li Po Kam for \$49,052.50 as money lent was reached at the Supreme Court this morning, and is likely to last for another week. In this case Mr. H. E. Pollock, K.C., and Mr. McNair of Shanghai, instructed by Mr. F. B. Bowley, of Messrs. Densys and Bowley, appear for the plaintiff. Mr. M. W. Slade, instructed by Mr. G. K. Hall Britton, represents Li Po Yung, while Sir Henry Bateski, K.C., instructed by Mr. Atkinson of Munn, Denson, Lockett and Densys, for the other defendant.

HONGKONG WATER POLO
SHIELD COMPETITION.

NINTH ROUND.

Yesterday afternoon the Victoria Recreation Club's enclosure was filled to its utmost by a record gathering, which could not have numbered less than two to three hundred, to witness three matches in the above competition, but principally the one between the Corinthian Yacht Club and Victoria Recreation Club, as the winners of this game are expected to carry off the shield this season. This match, though ultimately ending in a draw, proved to be one of the finest games of Water Polo exhibited in this Colony. The Corinthians possessed some much faster swimmers than their opponents, but the latter made up for this by their wonderful staying power as could be seen at the conclusion of the contest when almost every man of the home team appeared fresh enough to start in for a third half, and in fact were anxious to, as they were keen on deciding the ownership of the shield this year.

The 8th and 9th Companies Royal Garrison

Artillery, stationed at Stonecutters' Island, were

charged before Mr. J. H. Kemp, in the Police

Court, this morning, with stealing a silver

watch and a nickel chain from the coxswain—

Kwok Kew—of the steam-launch "Lee Wah,"

during the typhoon. To this charge Gunner

Connolly pleaded not guilty. Asked if he had

any witnesses he replied in the negative, add-

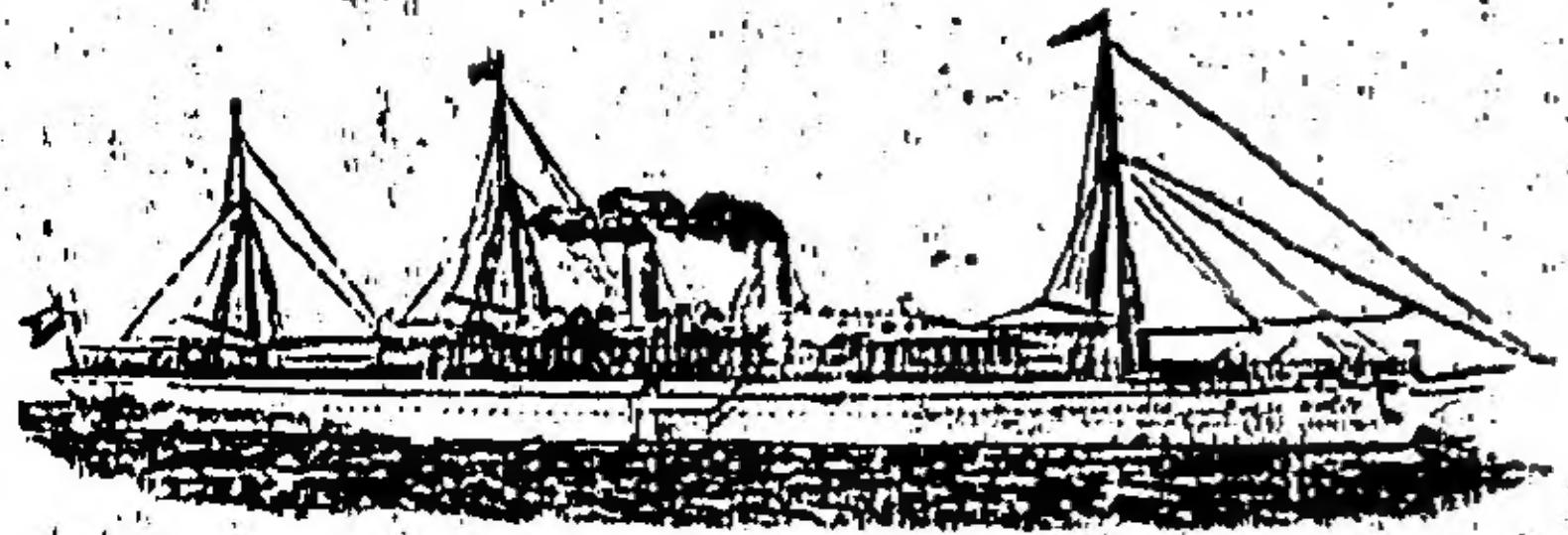
ing that everybody was against him.

It was stated by the prosecutor that on the

night of the typhoon his launch was some-

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only line that maintains a regular schedule service of under 12 days across the Pacific is the "Empress Line." Saving 5 to 10 days' ocean travel.

12 Days YOKOHAMA to VICTORIA. 21 Days HONGKONG to VICTORIA.

PROPOSED SAILINGS. (Subject to Alteration.)
R.M.S. Tons LEAVE HONGKONG ARRIVE VICTORIA
"GLENFARG" ... 3,700 SATURDAY, Aug. 8th Sept. 6th
"EMPEROR OF INDIA" ... 6,000 SATURDAY, Aug. 15th Sept. 5th
"EMPEROR OF JAPAN" ... 6,000 SATURDAY, Sept. 5th Sept. 26th
"LENNOX" ... 3,700 FRIDAY, Sept. 11th Oct. 16th
"EMPEROR OF CHINA" ... 6,000 SATURDAY, Sept. 26th Oct. 17th
"MONTEAGLE" ... 6,163 SATURDAY, Oct. 3rd Oct. 29th
S.S. "LENNOX" and "GLENFARG" are freighters only and do not carry passengers.
"EMPEROR" steamships depart from Hongkong at 4 P.M.
S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VICTORIA with Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong, 1st Class Canadian Atlantic Ports or New York 71.10.
Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways... 40. " 42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, &c.,
15, Corner Pedder Street and Praha, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For Steamship. On
MANILA YUNNSANG* ... FRIDAY, 7th Aug., 4 P.M.
SHANGHAI YATSHING* ... SATURDAY, 8th Aug., Noon.
SHANGHAI HANGSANG* ... MONDAY, 10th Aug., Noon.
SGAPORE, PENANG & CALCUTTA KUTSANG* ... WEDNESDAY, 12th Aug., 2 P.M.
SHANGHAI, YOKOHAMA, KOBE FOOKSANG* ... FRIDAY, 14th Aug., Noon.
MANILA LOONGSANG* ... FRIDAY, 14th Aug., 4 P.M.

RETURN TOURS TO JAPAN.

The steamers *Kutshing*, *Nankung* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LTD.,

Telephone No. 61.

Hongkong, 5th August, 1908.

[10]

CHINA NAVIGATION CO. LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For STEAMER TO SAIL.
SWATOW & SHANGHAI ... KIUKIANG ... 7th Aug., 4 P.M.
AMOO, CHEFOO & NEWCHWANG ... KWEIYANG ... 8th ...
TSINGTAU, CHEFOO & NEWCHWANG ... LIANGCHOW ... 8th ...
MANILA ... TRAN ... 11th ...
MANILA, ZAMBOANGA and AUS. ... CHANGSHA ... 12th Sept., ...

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

[13]

Telephone No. 36.

Hongkong, 6th August, 1908.

[13]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 8th August, at Noon.
RUBI	2540	Almond	"	SATURDAY, 15th August, at Noon.

For Freight or Passage, apply to

SHEWAN TOME'S & CO.,
GENERAL MANAGERS.

Hongkong, 1st August, 1908.

[13]

Shipping—Steamers.

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9,000 gross reg., Captain F. L. Sommer), will be despatched as above on WEDNESDAY, 12th August, at Daylight.

Every known comfort provided on board for travellers: First class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around-the-world. For further particulars apply to

NIPPON YUSEN KAISHA,

Hongkong, 13th July, 1908. [65]

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to 1908; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND	EXTRAPOLATE RETURN AT PRESENT QUOTATION, BASED ON 1000 POUNDS INVESTED	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	10,000	\$125	\$25	{ \$1,500,000 } { \$15,000,000 } { \$20,000,000 }	12,000,367	Final of £2 on old and £1.10/- on new shares for 4-year ending 31.12.07	6 % \$770—London £79
National Bank of China, Limited	99,925	£7	£6	{ £4,009 } { \$10,000,000 }	£10,223	5s (London 3/6) for 1901	... \$50
Marine INSURANCES.							
Canton Insurance Office, Limited	10,000	\$125	\$50	{ \$1,500,000 } { \$15,000,000 } { \$10,000,000 } { £125,000 }	none	\$30 w. 10%	9 \$220
North China Insurance Company, Limited	10,000	£15	£5	{ £1,100,000 } { £15,000,000 } { £18,000,000 }	£1,204,424	Interim of 7/6 ex 2/5 for 1907	6 % 77 buyers
Union Insurance Society of Canton, Limited	12,400	\$125	\$100	{ \$3,000,000 } { £10,000,000 } { £302,478 } { £119,093 } { \$37,619 }	£2,500,011	Final of 1/1 making \$45 for 1906 and Interim of 1/1 for 1907	6 % \$760
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 } { £100,000,000 } { £100,000,000 } { £15,000,000 } { £15,000,000 }	£591,763	5s and bonus 5s for 1906	9 1/2 % \$162 buyers
Fire INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$10	{ \$1,000,000 } { £10,000,000 } { £15,000,000 } { £15,000,000 }	£7,74,432	5s and bonus 5s for 1906	8 1/2 % \$93
Hongkong Fire Insurance Company, Limited	8,000	\$125	\$50	{ \$1,813,041 }	£1,28,027	5s for 1906	8 1/2 % \$315 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 } { £264,638 } { \$66,988 }	£1,033	5s for 1906	... \$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$25,000 }	Nil.	\$4 for year ending 30.12.07	10 1/2 % \$38
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$75,000 } { £75,279 } { \$20,000 }	£16,457	5s for 2nd half-year making in all \$45 5s for year ending 31.12.07	7 1/2 % \$29
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	\$5	\$5	{ \$4,000 }	£1,755	5s for 1907 on Preference shares only @ £1 ex 9/11/16—13.15	5 1/2 % \$20
Do. (Deferred)	60,000	\$5	\$5	{ £1,755 }	£1,755	Final of £1.10 making £1.10 for 1907	5 1/2 % \$20
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	£10	£10	{ £1,750 } { £72,000 }	£14,510	Final of £1.10 making £1.10 for 1907	7 1/2 % \$100 sellers
Shell Transport and Trading Company, Limited	200,000	£1	£1	{ £1,750 }	£6,817	Final of 6/10, 10 making 5s for 1907 and Interim of 1/1 (No. 11) for a/c 1908	7 1/2 % \$43/6
Star Ferry Company, Limited	10,000	£10	£10	{ £1,750 }	£98	5s for year ending 30.4.1908	4 1/2 % \$15
Taku Tug and Lighter Company, Limited	30,000	£10	£10	{ £1,750 }	£1,860	Final of £1.10 making £1.10 for 1907	12 1/2 % £1.45 buyers
PERFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$32,538 } { \$40,000 } { \$56,848 }	Dr. 5279,371	18 for year ending 31.12.07	... \$130
Lucon Sugar Refining Company, Limited	7,000	\$100	\$100	{ £10,000 }	Dr. 5135,131	18 for 1907 £1.10 (5s) for year ending 31.12.06	... \$22
Perak Sugar Cultivation Company, Limited	7,000	£10	£10	{ £10,000 }	£1,917.1	£1.10 (5s) for year ending 31.12.06	... \$18
MINING.							
Oblique Engine & Min. Co., Ltd.	1,000,000	£1	£1	{ £50,000 }	£1,155	Interim of 1/6 (No. 10) for account 1908	7 1/2 % £1.15 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £1,289 }	£1,158	No. 12 of 1/1—48 cents	... \$7
DOCKS, WHARVES & DOCKS.							
Fenwick (Gen.) & Co., Limited	18,000	\$15	\$15	{ \$53,601 }	£3,726	5s for year ending 31.12.06	... \$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$10	\$10	{ £15,000 } { \$20,856 } { \$20,000 }	£1,556	Final of 5s making \$31 for 1907	7 1/2 % \$46
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$10	\$10	{ £10,691 } { \$15,000 }	£341,442	Final of 5s making \$8 for 1907	7 1/2 % \$100 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	£10	£10	{ £1,000,000 }	£1,33,742	Final of £1.10 making in all £1.10 for 1907	6 % £1.85 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	£10	£10	{ £1,697,157 } { £15,000 }	£1,23,026	Final of £1.10 making £1.10 for 1907	8 1/2 % £1.97 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	£10	£10	{ £15,000 }	£1,531	£1.10 for 1907	6 % £1.01 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	£10	£10	{ £10,000 }	£10,008	5s for year ending 30.6.07	12 1/2 % \$19 sellers
Central Stores, Limited	50,132	£10	£10	{ £10,000 }	£10,178	5s for 1906	... \$12 sellers
Hongkong Hotel Company, Limited	12,000	£10	£10	{ £10,000 }	£252	Final of 5s making 5s for 1907	9 1/2 % £18
Hongkong Land Investment and Agency Co., Ltd.	50,000	£100	£100	{ £10,000 }	£36,015	Interim of 5s for account 1908	7 1/2 % \$91 ex div.
Humphreys Estate & Finance Company, Limited	150,000	£10	£10	{ £10,000 }	£4,621	7 cents for 1907	6 1/2 % \$102
Kowloon Land and Building Company, Limited	6,000	£10	£10	{ £10,000 }	£10,158	5s for 1907	6 1/2 % \$27
Shanghai Land Investment Company, Limited	78,000	£10	£10	{ £10,000 }	£10,715.7	Interim of £1.10 for account 1908	6 1/2 % £1.19 buyers
West Polar Building Company, Limited	12,500	£10	£10	{ £10,000 }	£10,541	Interim of 5s for account 1908	9 % \$46 ex div.
COTTON MILLS.							
Two Cotton Spinning and Weaving Company, Ltd.	15,000	£10	£10	{ £10,000 }	£1,807	£1.10 for year ended 31.10.1907	4 % £1.63 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	£10	£10	{ £10,000 }	£14,450	50 cents for year ending 31.12.07	4 1/2 % \$11
International Cotton Manufacturing Company, Ltd.	10,000	£10	£10	{ £10,000 }	£18,519	£1.10 for year ended 30.6.07 (8 %)	... £1.67
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	£100	£100	{ £10,000 }	£18,303	£1.10 for 1906	... £1.85
Soy Choo Cotton Spinning Company, Limited	2,000	£100	£100	{ £10,000 }	£18,357	£1.10 for 1906	... £1.85
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,200 }	£638	1/3 per share for 1906	9 % \$31
China-Borneo Company, Limited	50,000	£10	£10	{ £10,000 }	Nil.	£1.10 for 1907	11 1/2 % \$101
China Light and Power Company, Limited	50,000	£10	£10	{ £10,000 }	£25,000	60 cents for year ended 30.6.06	... \$68
Do. Do. special shares	50,000	£10	£10	{ £10,000 }	£35,593	80 cents for 1907	8 % \$91
China Provident Loan & Mortgage Company, Ltd.	125,000	£10	£10	{ £10,000 }	£1,074	£1.10 for year ending 31.7.07	12 1/2 % £1.15 buyers
Dairy Farm Company, Limited	25,000	£7 1/2	£7 1/2	{ £12,000 }	£5,078	Final of 75 cents making in all £1.10 for 1907	12 1/2 % \$102 buyers
Green Island Cement Company, Limited	400,000	£10	£10	{ £10,000 }	£251	75 cents for 9 months ending 31.12.07	8 % £1.20 buyers
H. Price & Company, Limited	12,000	£10	£10	{ £10,000 }	£8,97	12 and bonus 20 cts for year ending 29.10.07	10 1/2 % \$16
Hall & Holtz, Limited	21,000	£20	£20	{ £10,000 }	£9,321	12 and bonus 20 cts for year ending 29.10.07	10 1/2 % £1.99 sellers
Hongkong Electric Company, Limited	60,000	£10	£10	{ £10,000 }	£4,578	Final of 15 cents making in all £1.10 for 1907	8 % \$235
Hongkong Ice Company, Limited	5,000	£25	£25	{ £10,000 }	£1,91	Final of 15 cents for account 1908	8 % \$25
Hongkong Rope Manufacturing Company, Ltd.	65,000	£10	£10	{ £10,000 }	£1,27,500	£1.10 for 1907	6 % £1.10
Maatschappij tot Mijn-, Bouw- en Landbouwzaak in Langkawi, Limited	25,000	£10	£10	{ £10,000 }	£1,27,003	£1.10 for 1907	6 % £1.10
Peak Tramways Company, Limited	25,000	£10	£10	{ £10,000 }	£7,471	Interim of £1.10 for 2nd quarter	6 % £1.55 sellers
Peak Tramways Company (new)	50,000	£10	£10	{ £10,000 }	£7,471	80 cents on fully paid shares and 6 cents on 1/3 paid shares for year ending 30.4.08	6 % £1.54
Philippine Company, Limited	75,000	£10	£10	{ £10,000 }	Nil.	None	... \$38
Shanghai Gas Company, Limited	24,000	£10	£10	{ £10,000 }	£10,603	Final of £1.10 making £1.10 for 1907	6 1/2 % £1.13 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	£10	£10	{ £10,000 }	£10,493	Final of £1.10 making in all £1.10 for 1907	14 1/2 % £1.95 buyers
Shanghai Waterworks Company, Limited	16,150	£20	£20	{ £10,000 }	£10,332	Final of 37/6 making £1.10 for 1907	... £1.60 sellers
South China Morning Post, Limited	6,000	£25	£25	{ £10,000 }	£9,433	None	... £1.23 buyers
Tients							